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Hongkong Daily Press.

ESTABLISHED 1867

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MOTOR WHEEL
It can be attached to
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ALF. BOSS & Co.
Phone 37.

No. 18,512.

號二十百六千八萬一第

HONGKONG, MONDAY, JANUARY, 14TH, 1918.

一拜禮 號四十月正年七國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
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(11463)

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FIRST-CLASS DAMP PROOF AMERICAN SPORTING CARTRIDGES.
12, 16, and 20 Bore, loaded with all sizes of
Chilled Shot.
These Cartridges, made of the finest damp
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casing 1/2" deep on the outside, are especially
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climate and are second to none for reliability
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Canton Marbles in Various Shades.
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PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE

WEEK DAYS	
6.00 a.m.	to 6.00 a.m. Every 15 minutes
6.00	to 10.00 " " 10 "
6.00	to 11.00 " " 15 "
1.30	to 12.45 p.m. " " 15 "
2.45 p.m.	to 1.15 " " 10 "
1.15	to 1.45 " " 15 "
1.45	to 2.15 " " 10 "
2.15	to 5.00 " " 10 "
5.00	to 6.00 " " 10 "
NIGHT CARS	
p.m. and 6.00 p.m. to 11.00 p.m.	
Every Half-Hour.	
p.m. to 11.45 p.m. Every Quarter-Hour	
SUNDAYS	
7.30 a.m.	to 10.30 a.m. Every 15 minutes
6.00	to 11.00 a.m. " " 10 "
11.30	to 12.00 noon " " 15 "
12.00 noon	to 1.00 p.m. " " 15 "
1.00 p.m.	to 5.00 " " 10 "
5.30	to 6.00 " " 15 "
6.00	to 8.30 " " 15 "
8.30	to 9.30 " " 10 "
NIGHTS CARS	
as on Week Days	
SATURDAYS	
Extra Car at 12 Midnight.	

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time-tables, but not
for special cars, can be obtained on applica-
tion at the Company's Office. No Season
ticket will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Comproadors. Order representing Bank
Notes.
JOHN D. HUMPHREYS & SON,
General Managers. (1463)

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after WEDNESDAY, 12th DECEMBER, 1917, until further Notice.

DOWN TRAINS.

Stations	No. 1 Through Express a.m.	No. 7 Local a.m.	No. 9 Through Express a.m.	No. 11 Local a.m.	No. 13 Through Express p.m.	No. 15 Local p.m.	No. 17 Through Express p.m.	No. 19 Local p.m.	No. 21 Through Express p.m.
CANTON (Tat Shee Tan)	dep. 7.25	dep. 8.40	dep. 8.50	dep. 9.15	dep. 11.15	dep. 11.30	dep. 11.45	dep. 12.00	dep. 12.15
SHUN CHUN	dep. 7.35	dep. 8.50	dep. 9.00	dep. 9.25	dep. 11.25	dep. 11.40	dep. 11.55	dep. 12.10	dep. 12.25
SHANGHAI	dep. 7.45	dep. 9.00	dep. 9.10	dep. 9.35	dep. 11.35	dep. 11.50	dep. 12.05	dep. 12.20	dep. 12.35
TAIPO	dep. 7.55	dep. 9.10	dep. 9.20	dep. 9.45	dep. 11.45	dep. 12.00	dep. 12.15	dep. 12.30	dep. 12.45
TAIPO MARKET	dep. 8.05	dep. 9.20	dep. 9.30	dep. 9.55	dep. 11.55	dep. 12.10	dep. 12.25	dep. 12.40	dep. 12.55
TAIPO	dep. 8.15	dep. 9.30	dep. 9.40	dep. 10.05	dep. 12.05	dep. 12.20	dep. 12.35	dep. 12.50	dep. 13.05
SHANGHAI	dep. 8.25	dep. 9.40	dep. 9.50	dep. 10.15	dep. 12.15	dep. 12.30	dep. 12.45	dep. 13.00	dep. 13.15
SHUN CHUN	dep. 8.35	dep. 9.50	dep. 10.00	dep. 10.25	dep. 12.25	dep. 12.40	dep. 12.55	dep. 13.10	dep. 13.25
CANTON (Tat Shee Tan)	dep. 8.45	dep. 10.00	dep. 10.10	dep. 10.35	dep. 12.35	dep. 12.50	dep. 13.05	dep. 13.20	dep. 13.35
KOWLOON	arr. 11.00	arr. 12.15	arr. 12.25	arr. 12.50	arr. 12.50	arr. 13.05	arr. 13.20	arr. 13.35	arr. 13.50

UP TRAINS.

Stations	No. 4 Local a.m.	No. 6 Through Express a.m.	No. 8 Local a.m.	No. 10 Through Express a.m.	No. 12 Local p.m.	No. 14 Through Express p.m.	No. 16 Local p.m.	No. 18 Through Express p.m.	No. 20 Local p.m.
KOWLOON	dep. 6.55	dep. 7.55	dep. 8.05	dep. 8.15	dep. 10.15	dep. 10.25	dep. 10.35	dep. 10.45	dep. 10.55
SHUN CHUN	dep. 7.05	dep. 8.05	dep. 8.15	dep. 8.25	dep. 10.25	dep. 10.35	dep. 10.45	dep. 10.55	dep. 11.05
SHANGHAI	dep. 7.15	dep. 8.15	dep. 8.25	dep. 8.35	dep. 10.35	dep. 10.45	dep. 10.55	dep. 11.05	dep. 11.15
TAIPO	dep. 7.25	dep. 8.25	dep. 8.35	dep. 8.45	dep. 10.45	dep. 10.55	dep. 11.05	dep. 11.15	dep. 11.25
TAIPO MARKET	dep. 7.35	dep. 8.35	dep. 8.45	dep. 8.55	dep. 10.55	dep. 11.05	dep. 11.15	dep. 11.25	dep. 11.35
TAIPO	dep. 7.45	dep. 8.45	dep. 8.55	dep. 9.05	dep. 11.05	dep. 11.15	dep. 11.25	dep. 11.35	dep. 11.45
SHANGHAI	dep. 7.55	dep. 8.55	dep. 9.05	dep. 9.15	dep. 11.15	dep. 11.25	dep. 11.35	dep. 11.45	dep. 11.55
SHUN CHUN	dep. 8.05	dep. 9.05	dep. 9.15	dep. 9.25	dep. 11.25	dep. 11.35	dep. 11.45	dep. 11.55	dep. 12.05
CANTON (Tat Shee Tan)	dep. 8.15	dep. 9.15	dep. 9.25	dep. 9.35	dep. 11.35	dep. 11.45	dep. 11.55	dep. 12.05	dep. 12.15
KOWLOON	arr. 11.45	arr. 12.50	arr. 13.00	arr. 13.10	arr. 13.10	arr. 13.20	arr. 13.30	arr. 13.40	arr. 13.50

* Will stop at Taiipo and Shung Shui to allow First-Class Passengers to alight,
on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this
table will connect with the trains as shown.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.
Fanling dep.	8.30	11.25	2.50	
Shataukok arr.	9.15	12.20	3.50	
Shataukok dep.			10.00	1.20
Fanling arr.			11.00	2.20

(78)



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TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	Doc. No. 1.	Doc. No. 2.	Doc. No. 3.
Length on Keel Blocks	510 feet	350	714 feet.
Width of Entrance on bottom	77 "	53	88 "
Water on Blocks at Spring Tide	28 "	24	44 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 40 and 30 tons each, besides 150 tons Giant Cranes.

KOBE WORKS.

TELEGRAPHIC ADDRESS: "DOCK," KOBE.

FLOATING DOCKS.

	No. 1.	7,000 tons.	No. 2.	12,000 tons.
Lifting Power		460 feet		580 feet.
Max. Length of Ship taken in		58 "		68 "
Max. Breadth of Ship taken in		22 "		26 "

HIKOSHIMA WORKS (Near Shimomoseki).

TELEGRAPHIC ADDRESS: "DOCK," SHIMOMOSEKI.

GRAVING DOCK.

Length on Keel Blocks	388 feet 6 inch.
Breadth at Entrance on bottom	58 " 0 "
Depth of Water on Blocks at Spring Tide	25 " 7 "

Floating Crane capable of lifting 20 tons weight.
THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt
execution of work and to suit the convenience of customers.
Orders will be promptly attended to and Estimates sent on application.

(717)

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STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY 14TH JANUARY, 1918.

8 a.m. "HEUNGSHAN"	8 a.m. "HONAM"
10 p.m. "KINSHAN"	4.00 p.m. "FATSHAN"

TUESDAY, 15TH JANUARY, 1918.

8 a.m. "HONAM"	8 a.m. "HEUNGSHAN"
10 p.m. "FATSHAN"	4.30 p.m. "KINSHAN"

WEDNESDAY, 16TH JANUARY, 1918.

8 a.m. "HEUNGSHAN"	8 a.m. "HONAM"
10 p.m. "KINSHAN"	4.00 p.m. "FATSHAN"

THURSDAY, 17TH JANUARY, 1918.

8 a.m. "HONAM"	8 a.m. "HEUNGSHAN"
10 p.m. "FATSHAN"	4.30 p.m. "KINSHAN"

HONGKONG-MACAO LINE.

Sailings:—a.s. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.)
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a.s. "SUI TAI" from Macao daily at 7.30 a.m.
a.s. "SUI AN" from Macao daily at 2 p.m. (Sundays 3 p.m.)
Further information may be obtained at the Company's Office, Hotel Manakoa,
or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong.
(1451)

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IMPORTANT SECTION IN THE OVERLAND ROUTE BETWEEN THE FAR EAST AND EUROPE.

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between the Far East and Europe is via Manchuria and Siberia. The South Manchuria
Railway Company's Express Trains are equal to the best in Europe and America, and
are timed to connect with other Express Trains and Steamers in the London-Shanghai
Route and the Tokyo-Peking Route. Sleeping Cars and Dining Cars are attached to
several of the Ordinary Daily Trains.

HOW TO REACH EUROPE.—Travellers from Hongkong should leave for
Shanghai by the best steamer to make the connection with the S.M.R. Co.'s Shanghai-
Dairen Mail Steamship Line. The "SAKAKI MARU" leaves Shanghai every TUES-
DAY, at Noon, direct for Dairen, and connects with the S.M.R. Weekly Express. This
steamer was specially built for the service, is turbine driven, equipped with wireless
telegraphy, luxuriously fitted, and carries a doctor on board. (The "KORE MARU,"
leaves Shanghai every FRIDAY, at Noon, and calls at Tsingtau en route for Dairen.)
The Express, which leaves Dairen every THURSDAY, connects with the Trans-Siberian
Express at Changchun, and passengers arrive at Petrograd nine days later, the whole
journey from Hongkong to Petrograd occupying only 16 days.

IMPORTANT TO TRAVELLERS AND TOURISTS.—The S.M.R.
Co. has established, under its direct management, a series of Yamato Hotels at Dairen
(the finest Hotel in the Far East), Hoshigaura, Port Arthur, Mukden, and Changchun.
All on European lines. Cook's coupons accepted. Tel. Add.: "Yamato."

HEALTH AND HOLIDAY RESORTS IN SOUTH MAN-
CHURIA.—South Manchuria's magnificent and bracing climate, beautiful scenery,
great historic interest, old-world habits and customs, unsurpassed accommodation, and
easy accessibility is fast popularizing it as the finest health and holiday resort in the
Far East. Special seaside bungalow colonies have been established at Hoshigaura (Star
Beach), near Dairen, under the management of the S.M.R. Co., and at Ogonial (Golden
Beach), Port Arthur, under the management of the Port Arthur Civil Administration.

OF INTEREST TO SHIPPERS.—In addition to its Dairen-Tsingtau-
Shanghai Mail Line the S.M.R. Co. runs a fleet of Cargo Steamers between Dairen
and Hongkong, calling at ports en route. Other Steamship Services have regular
services to and from Dairen. Particulars may be obtained from the S.M.R. WHARF
OFFICE, Dairen, and BRANCH WHARF OFFICES, Shanghai.

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S.M.R. Co.'s Coal, famous Fushun Collieries are always kept at Dairen, Port
Arthur, Newchwang (Yingkou), Tientsin, and Tsingtau Depots, and can also be obtained
from Agencies in practically every port in the Far East. Also Sulphate of Ammonia,
Fire Clay, and Talc. Pamphlets and Particulars gratis from any of the Depots and
Agencies. For special contracts, apply Director, Mining Dept., S.M.R. Co., Dairen.

TICKET AGENTS.—The S.M.R. Co.'s Railway and Steamer Tickets,
Illustrated Guide Books, and Handbooks of Information can be obtained at all the Offices
and Agencies of Messrs. THOS. COOK & SON; THE INTERNATIONAL SHIPPING CO. and
EXPRESS TRAVEL CO.; THE NIPPON YUSEN KAISHA, Ltd., Shanghai;
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HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" Jan. 20th.

S.S. "ECUADOR" Feb. 27th.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting, ALL LOWER BERTHS and large comfortable staterooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the Taro Kisen Kaisha and the CANADIAN PACIFIC OCEAN SERVICES, LTD. For further information, rates, literature, schedules, etc., apply to COMPANY'S OFFICE in Alexandra Buildings, Chater Road.

THE MARKETS OF THE EAST
AMERICAN COMPETITION WITH
THE BRITISH MERCHANT

[BY A RETURNED VISITOR.]

The recent decision of the Pacific Mail Steamship Company of America, to run a through service from San Francisco to Manila, Singapore and Calcutta, is a straw that shows which way the trade wind is blowing in America. The Americans are looking to the Straits, the Dutch Indies, and British India for the development of their trade interests. Hitherto they have not gone much beyond China, but they are awakening to the fact that there are markets beyond China which it would pay them to test.

But in the fight for trade America has several disadvantages to overcome. Her shipping needs constitute the foremost question of the hour in connection with any scheme of trade development. At present there are only five ships crossing the Pacific and three running to the South Seas that carry the American flag. America has no merchant marine worth speaking of, and on foreign bottoms she has to depend largely for her freight. The great carrying trade of the Pacific is in the hands of the Japanese, who, it is no secret, have in the past discriminated between goods from Japan and goods for Japan, as against goods from other countries in the one case, and goods for other countries in the other. American shippers have never been able to dictate to the ship owners.

One would have thought that the most direct route from Singapore to America was by way of the Pacific, to one of the Pacific Coast ports. The United States consumes something like sixty per cent of the products of the products of the East Indies. Prior to 1916 these products were received via London, Rotterdam, and in the days before the war, via Hamburg. The distance from Singapore via Suez and London to New York is 12,446 miles. The distance from Singapore to San Francisco is 7,571 miles.

Then why was that longer route followed? In the first place, in the old world countries of Europe the great markets for tropical products had been established. And every trader knows how hard a thing it is to change the chief clearing centre of any particular product, or line of products. In the second place, the tropical products were carried in either British or continental bottoms. Outside South America and Manila, there were no tropical ports that America touched. Because of these two factors, the great markets for tropical products remained in European countries, despite the fact that the United States bought more than all other countries combined.

But this system meant that America had to pay higher freight rates than she need have done if the natural route via the Pacific had been adopted. Yet nothing was done. The Government, by some reason or other which has never been clear, neglected the merchant service. More than that, steamship lines were in many ways needlessly handicapped and openly discouraged.

But the war changed the situation. The Pacific Mail Steamship Co. purchased three steamers from a Dutch shipping company and placed them on the run from San Francisco to Hongkong via Japanese ports and Shanghai. They also took two of their best steamers off the South American trade and placed them on the special run from San Francisco to Manila, Singapore, Calcutta and Colombo. As soon as more ships are available this service will be extended. The Vice-President of this company—Mr. John H. Rosseter—is showing great determination in his efforts to build up a strong merchant marine.

Then, the Government is turning out ships as fast as they can be constructed. These, of course, are not to be placed solely on the American Pacific trade. But the point to bear in mind is that when the war is over America will find herself with a merchant service that counts. And part of that service is certain to be employed on the Pacific run. But in the meantime American merchants are handicapped through the lack of ships.

Another disadvantage under which the American merchant labours is the lack of proper banking facilities in foreign countries.

America in the past has not taken that interest in foreign trade that one might have expected. This has been done to the enormous internal demand. Manufacturers have no difficulty in placing their goods in the home markets, and this has made them give less consideration to foreign markets than they otherwise would have done. Ask an American manufacturer why it is that he has not gone after foreign trade, and the invariable reply will be: "Oh, what is the need? We can sell all our goods in the home markets, which we know, and do not have to take risks in foreign markets which we do not know. Again, distances are so great it takes considerable time to adjust any difficulty. Whereas in the home markets at the most it only requires a few days. So we have been content with the home market."

But the possibilities of foreign markets are being realized by the American merchant, who, however, in many instances is a little dubious, and shall we say, very very ignorant of the financial side of the question. At the moment the average merchant shivers at the thought of selling goods on any other system than that of a letter of credit before shipment of the goods. He will not listen to any suggestion of granting credit. But that is certain to come after he has firmly established himself, understands his market and understands his buyer at this side. I believe that practically the same banking facilities that are available in America are afforded in Shanghai to firms of satisfactory standing and reputation.

(Continued at foot of next column.)

QUEEN MARY'S NEEDLEWORK
GUILD.URGENT DEMAND FOR MUFFLERS
FOR THE TROOPS.

An urgent request has been received for a large number of knitted mufflers for troops, to be finished as quickly as possible. Wool and needles can be obtained from the Heads of the Working Party, and will also be given out at the City Hall to all who apply to-day at 10.30 a.m.

Workers are asked to leave their other war work and for the next few days to concentrate on getting this through.

Donations for buying mufflers will also be gratefully received by the Heads of the Working Parties, and by Mrs. Stebb at the Hongkong and Shanghai Bank.

THE CRIME OF PREMATURE
PEACE.

ENGLISH BISHOP'S SOUND VIEWS.

The Bishop of Chelmsford, addressing a gathering of men and women at St. James the Less Church, Bethnal Green, on "The Outlook," said there was bound, this winter, to be scarcity—probably more than we had experienced since the days of the great Napoleonic wars. Those things had to be met, and we must avoid panic. We must also avoid premature peace talk. It would be criminal for us as a nation to put up the sword until we had for ever crushed that spirit which had let loose upon the world a hurricane of evil and deluged it with blood and tears. We must go on with the war until we had rid the world of the cancer of Prussianism. We must make war to end war; we must fight that fighting might cease.

An American exporter may request a Shanghai importer to open a credit in his favour at a local bank, so that he may obtain immediate payment for the goods from his bank in the United States. To secure such payment the exporter delivers to his bank the bill of lading and other shipping documents and a draft from thirty to ninety days, drawn on the importer at Shanghai. The bank forwards the draft and documents to its branch at Shanghai, where the draft is presented to the importer for acceptance. If the transaction is on a D/A basis (documents deliverable on acceptance) the draft accepts the draft and is given the documents with which he procures the goods on arrival. His acceptance is an agreement to pay the draft at maturity, and meanwhile he has the time of currency of the draft in which to dispose of the merchandise. Should the drafter fail to meet the draft at maturity, the bank in D/A transactions, has recourse to the drafter. The usual practice is to draw D/P (documents deliverable on payment) the exporter is then fully protected, the bank retaining the documents until payment of the draft is made or else delivering them to the consignee by special arrangement on its own responsibility.

That is a system that is followed out to some extent here, but the usual practice is for the exporter in America to demand payment before shipment. And while conditions are abnormal he is likely to continue to demand these terms. He sees, however, if he is to retain the trade he must succeed in winning just now that he must fall into line with the customs of his competitors. But while he can he is to demand a letter of credit against shipment. Also he will only quote f.o.b. ship over or ex-warehouse.

The third disadvantage is the high cost of production. The American skilled workman is paid on a scale that is much higher than the rate in European countries. And so is the unskilled workman. Where labour has to be imported employed in the production of an article that article generally is high priced. The high scale of wages has led to the introduction of labour-saving devices, and in some cases the American manufacturer is in a position to place his goods on the market cheaper than can his competitors. But with many lines he will not be able to compete with, say, Great Britain because of the high cost of labour. It has to be noted, too, that in America the tendency is to advance the cause of the workman. Unions are strong all over the country, and are able to exercise considerable political influence. This in a country where political influence counts tremendously, leads to many abuses and occasionally to extraordinary demands. Consequently, industry is often unnecessarily handicapped. The labour question is very serious in America and it is by no means simplified by the ambitions of third-rate politicians.

The American manufacturer fully realizes the disadvantages mentioned and he may be depended upon to overcome them, if that is possible. The shipping question is one over which he has little or no control. It is a question for the Government to decide. And Government is solving the problem as fast as it can be building up a merchant service. The question of credit will adjust itself in time; while competition in foreign markets is certain to lead to the invention of labour-saving devices in industries that are handicapped by high labour costs.

Now that they have decided to go after the trade of the East Indies, the American merchants are carefully studying the situation. Foreign Trade Clubs bring the merchants together for the purpose of consulting each other on vital questions and of devising schemes for trade penetration. Merchants from foreign countries are invited to address meetings of business men. A real attempt is being made to understand the markets here, and American imports have increased tremendously since the beginning of the war. Of one thing we are certain—America more than ever will come into competition with the British merchant in the markets of the East. *—Strait Times.*

SUMMARY COURT.
CLAIM FOR SALARY.

Before Mr. Justice H. J. Gomperts (Puisne Judge), Abonitaron Santa and Mohideen & Co., and Uncoo Lebbey Mohideen (a partner of the firm), to recover \$667.83, balance of salary alleged to be due under a verbal agreement. The claim was arrived at as follows:—Wages from 1st October, 1915, to 30th September, 1917, at \$1,800 per annum (\$3,600). Deduct from this sum received (\$1,334.48) and money due to the defendant (\$1,298.20), totalling \$2,332.68; balance due, \$667.83.

Mr. R. E. Mattingley appeared for the plaintiff, while Mr. J. H. Gardiner represented the defendants.

The defendants denied being indebted in the sum alleged or in any sum, and stated that on or about September 30th, 1917, when they severed their connection with the plaintiff, a sum of \$1,298.20 was found to be due by the plaintiff to the defendants, which was supported by an I.O.U. given by Santa for that sum, dated July 1st last. They claimed that the plaintiff was indebted to them in that sum, and they therefore counter-claimed for that amount, less \$238.20, which they waived in order to allow the claim to come under the Summary Jurisdiction.

The plaintiff, examined, said that he was a merchant and carried on business at 12, Beaconsfield Arcade. He first began work for the defendants in 1911 as correspondence clerk and book-keeper at a salary of \$80 per month, for a few hours work every day. He was then in the employment of the German firm of Ulmerup & Schleuter, which he left in January last year, on the estate being wound up. He received from Mohideen increases from time to time, and in June or July, 1915, it was arranged that he should receive \$150 a month, under the arrangement he worked up till the end of September, 1917. Up to that time he did not draw his full salary—sometimes he drew more and sometimes less according to the amount he required. When he left he settled an account with Mohideen, which was entered in the ledger on the credit side. The pay appeared in the ledger. Shown the defendant's ledger, plaintiff said that he could not point out the items, as the credit side pages from 27 to 30 were missing.

Asked by Mr. Gardiner what he was drawing from the German firm at the time that the liquidators took it over, plaintiff replied that he was then getting \$80. Before the liquidation he got \$130 for whole-time work. He kept defendants' books from 1912 to 1914. The entries in English were made by him and those in Tamil by Mohideen. Showing the entries, he said they appeared to have been made by others as well, and they did not disclose what his salary was.

Mr. Gardiner—I put it to you, that you did not get any salary until the middle of 1914—Plaintiff: I was getting a salary. In January or February, 1914, I was getting \$100.

Can you account for the entry in the ledger "Salary from December to May, 1917"? For those months you ought to have got \$500—I received that sum on account.

"This \$30 by cash" (showing the ledger to plaintiff) represents six months' salary—it is not six months' salary. I owed him \$30 and paid him. Salary is quite different from goods account.

Mr. Gardiner submitted that the suggestion that the defendants had tampered with the credit side of the ledger and destroyed the pages in order to suppress essential facts would be exploded by the new ledger kept by the plaintiff, which showed the salary account brought forward from the other two books up to the date he left.

Mr. Gardiner—Can you show me where it is entered that you should get \$100 a month from February, 1914, to September, 1916—sixteen or eighteen months' salary which would be \$1,600 or \$1,800? It is not settled. There is nothing in the book. It was squared. I got cash.

Mr. Gardiner—Small sums appear in the books for salary account, but a large sum like \$1,600 to \$1,800 is not entered—I received the money when I settled up.

The Judge—What was the amount paid you? You said you squared—in the middle I received some money, but I cannot say how much.

Mr. Gardiner—Can you explain "balance of \$34.35" in the ledger?—I cannot explain. The entry is in my own handwriting, but I cannot say whether it is balance of my salary.

Mr. Gardiner said that the plaintiff's statement that Mohideen was not well off in 1914 or 1915 was untrue, as the latter was making \$50,000 to \$60,000 a year. He enjoyed a special licence to import diamonds into the Colony.

Mr. Gardiner—Why did you not draw your salary regularly?—Because I was not hard up.

Plaintiff was shown a letter, which he wrote to the defendant, acknowledging receipt of \$10 and thanking him for his "kind gift."

Mr. Gardiner remarked that Santa, who was engaged in the engineering business, bought the goods of the German firm with Mohideen's money.

The Judge—I wonder whether we can get someone to settle this case.

Mr. Gardiner—We have a counter-claim on an I.O.U. for \$1,298. My client is very loth to come to Court.

The Judge—I have no objection to hearing the case. In such cases there is a conflict of statements, and it is better, if the matter is settled amicably.

The defendant denied all the statements of the plaintiff. Regarding the letter of appointment, which he was alleged to have given the plaintiff, promising him a salary of \$150 a month, defendant said that he never signed it. The plaintiff, when in his employment, used to hand him three or four letters at a time to be signed, and probably this letter was signed by defendant under the impression that it was one of his business letters.

(Continued at foot of next column.)

TRADE OF BRITISH MALAYA

The following statistics, though nominally relating to the trade of the Straits Settlements, cover practically the whole trade of British Malaya:—

IMPORTS
Total value, 1st quarter, 1917 \$155,177,937
Total value, 1st quarter, 1916 140,229,112

Increase, 1917 \$ 14,908,825
Total value, 2nd quarter, 1917 \$161,127,572
Total value, 2nd quarter, 1916 137,486,953

Increase, 1917 \$ 23,640,619
Total value, 3rd quarter, 1917 \$179,249,338
Total value, 3rd quarter, 1916 143,223,131

Increase, 1917 \$ 36,026,207
Total value, 1st quarter, 1917 \$158,053,326
Total value, 1st quarter, 1916 144,049,198

Increase, 1917 \$14,606,033
Total value, 2nd quarter, 1917 \$174,897,776
Total value, 2nd quarter, 1916 125,503,771

Increase, 1917 \$ 49,694,005
Total value, 3rd quarter, 1917 \$171,621,871
Total value, 3rd quarter, 1916 126,366,790

Increase, 1917 \$ 45,455,081
Total value, 1st quarter, 1917 \$158,053,326
Total value, 1st quarter, 1916 144,049,198

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Increase, 1917 \$ 45,455,081
Total value, 1st quarter, 1917 \$158,053,326
Total value, 1st quarter, 1916 144,049,198

Increase, 1917 \$174,897,776
Total value, 2nd quarter, 1917 \$174,897,776
Total value, 2

Oddments and Samples.
At 60% reductions to clear.

NEW ADVERTISEMENTS

THE MALABON SUGAR COMPANY.
NOTICE IS HEREBY GIVEN that the SHARE and TRANSFER BOOKS of the above Company will be CLOSED from the 1st to the 10th day of February, 1918.
SMITH, BELL & Co., Ltd.,
General Managers.
Manila, P.I., 7th January, 1918. [1514]

G. R.
IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF ROBERT HOWARD, late of Victoria, in the Colony of Hongkong, Merchant, Deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 99 of the Probates Ordinance 1897 (No. 2 of 1897), made an order limiting the time for bringing in claims to or against the above estate to the tenth day of February, 1918. Creditors and claimants are hereby required to send their claims to the undersigned by the above date.

Dated this 12th day of January, 1918.
HUGH A. NISBET,
Official Administrator. [1512]

FOR SALE.

Asiatic, Foreign and Colonial
POSTAGE STAMPS
and all kinds of
PHILATELIC GOODS.

GRACA & CO.

No. 4, WYNDHAM STREET
HONGKONG. [792]

THEATRE ROYAL.

SHORT SEASON.
FAREWELL SEASON.
COMMENCING
SATURDAY, January 19th.
EDGAR WARWICK
announces
THE LAST DEALS
OF



YOUR OLD FAVOURITE
EDGAR WARWICK AS THE JOKER.
BEFORE THEY PACK UP
NEW PROGRAMME.
BOOKING AT MOUTHERS.
Prices \$3, \$2 & \$1.
BOOK BEFORE YOU SLEEP.
Five per cent. of Gross Receipts will be
Donated to the RED CROSS FUND. [1502]

HONGKONG STOCK EXCHANGE

THE COMMITTEE has decided that the following shall be the SETTLEMENT DAYS for the year 1918:

TUESDAY, 29th January.
WEDNESDAY, 30th February.
THURSDAY, 27th March.
FRIDAY, 26th April.
WEDNESDAY, 25th May.
THURSDAY, 27th June.
MONDAY, 29th July.
THURSDAY, 29th August.
FRIDAY, 27th September.
THURSDAY, 29th October.
THURSDAY, 29th November.
FRIDAY, 27th December.

By Order of the Committee,
A. H. G. JACKSON,
Acting Secretary,
HONGKONG STOCK EXCHANGE.
Hongkong, 29th December, 1917. [1495]

CANTON - CMS. GIRLS' BOARDING AND DAY SCHOOL.

ST. HILDA'S - East Parade Ground.
Principal - Miss RENDELACK, M.A.,
Dip. Ed.
School Re-opens January 10th, 1918.
Thorough English and Chinese Education.
Fees moderate. [111]

STRAITS MERCHANT SERVICE GUILD.

DISPENSARY Buildings, Raffles Place, Singapore, are HONORARY AGENTS of the STRAITS MERCHANT SERVICE GUILD, where subscription and services Guild members are enrolled and all members are welcomed as visitors during their stay in port. [1188]

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.
SIX PER CENT FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

FIFTH DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of \$24,000 were drawn on the Thirty-first day of October, 1917, at the Office of the Company, No. 22, Austin Friars, in the City of London, in the presence of WILSON FITZJAMES TURNER, one of the Directors, ALFRED WILLIAM BERRY, Secretary of the Company, and NICOLAS ROBERT JUBALDE, of 7/8, Great Winchester Street, London, E.C.2, Notary Public.

The said Debentures will be paid off at par on the 31st December, 1917, at either of the following places:

In London:—At the Transfer Office of the Company, No. 5, London Wall Buildings, E.C.2.
In China:—At the General Offices of the Company, Tientsin.

8 BONDS OF \$500 EACH, NUMBERED:—

72	79	247	248	254	277
320	363	423	540	611	745
745	765	799	829	872	962
1179	1248	1255	1438	1482	1505
1674	1712	1715	1753	1766	1854
1973	1999	2004	2043	2090	2096
2103	2104	2130	2155	2178	2183
2189	2235	2266	2334	2439	2483
2578	2612	2623	2671	2708	2744
2732	2733	2738	2928	2908	2967
2978	3055	3104	3280	3284	3285
3330	3377	3399	3403	3404	3423
3531	3624	3657	3769		

700 BONDS OF \$200 EACH, NUMBERED:—

3814	3819	3831	3841	3953	4099
4114	4233	4312	4321	4329	4377
4378	4385	4632	4633	4679	4689
4695	4699	4824	4847	4856	4870
4947	4968	5082	5232	5208	5345
5452	5459	5491	5514	5525	5530
5593	5592	5618	5650	5701	5718
5837	5871	5876	5879	5885	5935
6101	6127	6131	6254	6275	6334
6416	6471	6542	6585	6616	6732
6806	6820	6874	6837	6953	7004
7069	7230	7303	7314	7318	7329
7519	7581	7615	7644	7765	7788
7846	7877	7913	7918	7923	7968
7998	8024	8034	8232	8294	8307
8328	8341	8397	8421	8448	8511
8540	8590	8639	8644	8691	8707
8895	8905	8954	8982	9005	9108
9111	9118	9189	9275	9341	9350
9371	9418	9497	9506	9569	9580
9699	9716	9794	9890	9926	9954
9955	9991	10049	10128	10152	10184
10159	10217	10259	10262	10445	10546
10592	10672	10692	10693	10728	10779
10846	10855	10869	10910	10920	10951
11042	11094	11113	11123	11172	11174
11178	11232	11238	11257	11258	11266
11328	11330	11371	11377	11523	11621
11657	11685	11701	11848	11858	11924
11973	12005	12091	12150	12203	12290
12369	12392	12442	12461	12545	12550
12577	12621	12728	12854	12874	13017
13051	13093	13173	13177	13224	13237
13292	13297	13351	13352	13353	13354
13351	13351	13364	13364	14119	14181
14195	14203	14231	14239	14293	14304
14318	14335	14375	14446	14452	14539
14620	14638	14715	14725	14764	14812
14828	14871	14881	14904	14920	14921
14946	14962	14976	15018	15044	15071
15103	15225	15230	15231	15269	15423
15522	15532	15622	15686	15693	15723
15772	15799	15847	15896	16019	16090
16035	16058	16076	16095	16415	16506
16564	16572	16592	16593	16726	16736
16968	17045	17157	17229	17269	17293
17434	17449	17645	17620	17690	17693
18000	18011	18019	18080	18182	18299
18344	18353	18422	18427	18441	18460
18485	18492	18543	18555	18567	18684
18704	18800	18953	19064	19069	19104
19232	19262	19292	19303	19422	19424
19504	19537	19596	19609	19616	19614
19655	19675	19700	19702	19706	19709
19712	19719	19727	19732	19733	19734
19740	19749	19757	19762	19763	19764
19771	19772	19773	19774	19775	19776
19777	19778	19779	19780	19781	19782
19783	19784	19785	19786	19787	19788
19789	19790	19791	19792	19793	19794
19795	19796	19797	19798	19799	19800
19801	19802	19803	19804	19805	19806
19807	19808	19809	19810	19811	19812
19813	19814	19815	19816	19817	19818
19819	19820	19821	19822	19823	19824
19825	19826	19827	19828	19829	19830
19831	19832	19833	19834	19835	19836
19837	19838	19839	19840	19841	19842
19843	19844	19845	19846	19847	19848
19849	19850	19851	19852	19853	19854
19855	19856	19857	19858	19859	19860
19861	19862	19863	19864	19865	19866
19867	19868	19869	19870	19871	19872
19873	19874	19875	19876	19877	19878
19879	19880	19881	19882	19883	19884
19885	19886	19887	19888	19889	19890
19891	19892	19893	19894	19895	19896
19897	19898	19899	19900	19901	19902
19903	19904	19905	19906	19907	19908
19909	19910	19911	19912	19913	19914
19915	19916	19917	19918	19919	19920
19921	19922	19923	19924	19925	19926
19927	19928	19929	19930	19931	19932
19933	19934	19935	19936	19937	19938
19939	19940	19941	19942	19943	19944
19945	19946	19947	19948	19949	19950
19951	19952	19953	19954	19955	19956
19957	19958	19959	19960	19961	19962
19963	19964	19965	19966	19967	19968
19969	19970	19971	19972	19973	19974
19975	19976	19977	19978	19979	19980
19981	19982	19983	19984	19985	19986
19987	19988	19989	19990	19991	19992
19993	19994	19995	19996	19997	19998
19999					

The drawn Debentures, with Coupons Nos. 13 to 28 attached, must be left four clear days for examination.

By Order,
ALFRED W. BERRY,
Secretary.
Countersigned:—
N. R. JAURALDE,
Notary Public,
22, Austin Friars, London, E.C.2.
31st October, 1917. [1496]

NOTICE.
HAVING adopted a sub-exchange system in this Office our TELEPHONE NUMBERS ARE ENTIRELY CHANGED, the New Numbers being 2570, 2571 and 2572.
MITSUI BUSSAN KAISHA, Ltd.
[1501]

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE CERTIFICATE No. 4109 for Fourteen Shares Nos. 13464/13477 in the name of MARY SARAH FERRY has been LOST or STOLEN, and if at the expiration of One Month from the date hereof the above documents be not forthcoming, another Certificate for the said Shares will be issued by the Society and thereafter no other will be acknowledged.
C. MONTAGUE EDE,
General Manager.
Hongkong, 15th December, 1917. [1366]

NOTICE.
THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 431 for Twenty Shares Nos. 12036/12055 in this Company registered in the name of WILLIAM ALEXANDER ELLISON MARTIN has been LOST, and if at the expiration of one month from the date hereof the above Certificate be not forthcoming, another Certificate for the said Shares will be issued by the Company and thereafter no other or others will be acknowledged.
C. MONTAGUE EDE,
General Manager.
Hongkong, 1st January, 1918. [1461]

THE WEST POINT BUILDING CO. LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, 29th January, 1918, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1917.
The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 19th, to TUESDAY, 29th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents,
West Point Building Co., Ltd.,
Hongkong, 11th January, 1918. [1507]

THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY MEETING of SHAREHOLDERS in the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, 29th January, 1918, at 11.45 A.M. for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1917.
The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 19th, to TUESDAY, 29th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Board of Directors,
THE HONGKONG CENTRAL ESTATE, LIMITED,
A. SHELTON HOOPER,
Secretary to the
General Manager,
Hongkong, 11th January, 1918. [1508]

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, 29th January, 1918, at Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1917.
The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 19th, to TUESDAY, 29th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary,
Hongkong, 11th January, 1918. [1509]

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, 29th January, 1918, at 12.15 P.M. for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1917.
The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 19th, to TUESDAY, 29th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary,
Hongkong, 11th January, 1918. [1510]

INTIMATION

We have just received
new stocks of

DEWAR'S SCOTCH WHISKY

IMPERIAL INSTITUTE

AND

EXTRA SPECIAL.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT

MERCHANTS.

TELEPHONE 516.

[12]

DEATHS.
D'ALMEIDA.—On the 6th instant, at 18, Mosque Junction, PRINCIPAL ASTORIA D'ALMEIDA, widow of the late J. D'ALMEIDA, Macao and Shanghai papers please copy. [1511]
PLACE.—At Kilmalcolm, on the 5th inst., JOHN PLACE, aged 73. [1512]
WOODLEY.—At Fochow, on December 21st, 1917, MATTHEW WOODLEY, of Messrs. Jardine, Matheson & Co., Ltd. [1515]

HONGKONG OFFICE: 10A, DES VOGES ROAD, C. LONDON OFFICE: 181, FLEET STREET, E.C.4.

The Daily Press

HONGKONG 12th JANUARY, 1918

HUMAN LIFE SACRIFICED TO GAIN IN SHANSI.

In another column we publish a telegram from our Tientsin Correspondent revealing a very serious state of affairs in the plague-stricken districts of Shansi. The dread pest—which claimed sixty thousand victims in Manchuria in a few months in 1910-11—is spreading very rapidly, but the local authorities are adopting an attitude of callous unconcern because the measures necessary to check it threaten to interfere with their emoluments. It will be remembered that when the local missionaries found themselves unable to cope with the outbreak they appealed to Peking for help. Fortunately, their cry did not fall on deaf ears. The Rockefeller Institute interested itself in the matter, and Dr. FOCKER, an American medical practitioner working under its auspices, volunteered for service in the afflicted area. As usual, the Government did not show any promptness in addressing itself to such a grave situation. Eventually, however, it rose to the occasion and dispatched Dr. Wu Lien-teh, the plague specialist who distinguished himself in Manchuria in 1911, to Shansi, by special train, accompanied by a medical staff and equipped with medical supplies. At the same time the Peking-Suiyuan Railway was closed as a precautionary measure. Incredible as it may seem, on arrival at the centre to which they were assigned on their errand of mercy, Dr. Wu and his colleagues, instead of being welcomed met with a hostile reception and found every possible

THE WAR.

RUSSIAN ABUSE OF PRESIDENT WILSON.

"THE GREATEST HYPOCRITE HISTORY HAS EVER KNOWN."

THE "REWA" BELIEVED TO HAVE BEEN MINED.

FRENCH SOCIALISTS REFUSED PASSPORTS TO RUSSIA.

BRITISH DESTROYER FOUNDERS IN NOWSTORM.

Franco-Belgian front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

RAIDS REPULSED.

LONDON, January 12th.

Field-Marshal Sir Douglas Haig reports:—We repulsed three raids southward of Lens.

Hostile artillery was active southward of Cambrai, the neighbourhood of Lens and Messines.

EARLIER CABLES.

SUCCESSFUL RAIDS

LONDON, January 12th.

Field-Marshal Sir Douglas Haig reports:—We successfully raided this morning trenches eastward of Loos.

Naval Activities.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH DESTROYER WRECKED.

DURING SNOWSTORM OFF NORTH COAST OF IRELAND.

LONDON, January 12th.

The Admiralty destroyer *Racon* was wrecked and foundered on the 9th inst. during a snowstorm off the north coast of Ireland.

There were no survivors.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

DISASTROUS COLLIERY EXPLOSION.

LONDON, January 12th.

A disastrous colliery explosion occurred at Halmerend, Staffordshire.

Many men are entombed.

So far 100, some of whom were dead, were brought to the surface.

At present 140 colliers are missing.

EARLIER CABLES.

THE ADMIRALTY CHANGES.

LONDON, January 12th.

The Board of Admiralty has been re-constituted.

The new members are Rear-Admiral Sydney B. Fremantle, Captain George F. W. Hope and (as civilian member), Mr. Arthur Peace.

Acting Vice-Admiral Sir Henry Oliver and Commodore Godfrey Paine retire.

NO CHANGE OF NAVAL POLICY.

LONDON, January 12th.

No sensation has been caused by the report of the Admiralty changes, which are regarded as dispelling fears that any violent change on the main lines of the Naval policy is contemplated.

EXECUTION OF PRESIDENT WILSON.

A GERMAN WARNING.

Amsterdam, January 12th.

The *Forwards*, commenting upon President Wilson's speech, says that Germans must guard against too much confidence in President Wilson.

RUSSIAN SCURRILOGY.

The *Pravda*, commenting upon President Wilson's speech, describes President Wilson as the head of a rapacious American Imperialism and the greatest hypocrite history has ever known.

FRENCH SOCIALISTS

REFUSED PASSPORTS TO PETROGRAD.

PARIS, January 12th.

The Chamber by 397 votes to 145 voted its confidence in the Government following the debate on the diplomatic conduct of the war, in which M. Pichon reiterated the refusal of the Government to grant Socialist passports to Petrograd.

THE DEBATE IN FRENCH CHAMBER.

The Socialists again demanded passports for Petrograd. M. Albert Thomas also demanding a joint statement of the Allied war aims.

M. Pichon dwelt on the unanimity of the Allies in their conduct of the war and unreservedly approved the speeches of Mr. Lloyd George and President Wilson.

In explaining why passports were refused M. Pichon recalled the Maximilianist repudiation of the engagements and read a letter from M. Trozky insulting the French Socialists. He said the Government had done the latter a service by refusing them passports.

M. Pichon mentioned that France took the initiative in December in suggesting that the Allies make a joint declaration of war aims, but it was considered preferable to make separate declarations. It was bound to be disclosed that France, when he was Premier, confidentially communicated her war aims to President Wilson, who then asked Germany to avow hers.

AFFAIRS IN RUSSIA.

CONSTITUENT ASSEMBLY.

AMSTERDAM, January 12th.

There are over 500 election returns for the Constituent Assembly, including 261 Social Democrats and 158 Maximalists.

SINKING OF THE "REWA."

COMPETENT AUTHORITIES THINK SHE WAS MINED.

AMSTERDAM, January 12th.

A Berlin semi-official report states the authorities are unable to make a definite statement regarding the sinking of the *Reva* as the submarine, which is possibly concerned, is still at sea, but competent quarters consider it impossible that the vessel was torpedoed and think that she must have been mined.

THE SILVER MARKET.

LONDON, January 13th.

The silver market is steady.

(Telegrams received on Saturday and on Sunday morning and published in an "Extra" on Sunday, will be found on Page 6.)

A BISHOP'S RESPECT FOR AGNOSTICS.

Speaking at the annual meeting of the Christian Evidence Society at Queen's Hall, London, the Bishop of Birmingham said:—

"I used to go to Hyde Park to hear the Sunday afternoon orators. They taught me a good deal. I was quite Catholic in my tastes. I used to listen to them all. The orators were usually very kind to me if they saw me. They used to condemn everything, and then say there were exceptions. I was one of them. Besides, the police knew me very well.

"I have visited over 20,000 wounded soldiers in Birmingham. I go in khaki, not the extraordinary garments you see me in to-night. Besides, words of comfort, I sometimes shed such mundane things as cigarettes and chocolates.

"I have the greatest respect for an agnostic. He is usually honest. You can talk to him, but you can only convince a wobbler by luck and the grace of God. The war has made no saints, and if you expect our boys to come back with haloes, you are making a mistake. But it has made no infidels.

"The mistake the clergy used to make was to think woman was docile. This, of course, did not refer to their own wives, but the sex generally. The pale young curate was interesting to women, but after the war they will expect something more inside him than asceticism. The day of sentimental platitudes is over. Exercise your mind and brain."

"There is no pessimism about me. This country is going to have greater responsibilities than ever before. It is going to have greater opportunities, that before and please God, it is going to take advantage of both. Religion has no need of apologies."

CHINESE TELEGRAMS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

SUN YAT-SEN REPORTED TO BE RAISING A LOAN FROM FOREIGNERS.

SHANGHAI, January 13th.

The Tachuns of the War Party demand the dismissal of Li Chun and Chen Kwan-yuan.

Wu Ting-fang and Ching Ki-kwang have wired to Peking demanding the restoration of the old Parliament.

Li Chun has wired to the Provinces stating that the rumour that an extraordinary Parliament will hold a meeting at Nanking is an untruth.

Lu Wing-hsiang has wired to the Government stating that Sun Wan (Sun Yat-sen) has sent a delegate to Shanghai to sell script for a public loan to foreigners, and demanding that the Ministry of Foreign Affairs approach the Diplomatic Body on the matter.

Shen Chun-huan has demanded the dismissal of Lung Chi-kwang and Liu Chun-hoo, and the withdrawal of troops from Aochow.

CORRESPONDENCE.

THE POLICE RESERVE ANNIVERSARY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—As the third anniversary of the formation of the Police Reserve Corps is drawing near, I beg to submit the following suggestion to commemorate this auspicious occasion—that a special subscription be raised to provide a 6'x4' Colonial flag, embroidered on silk, dedicated to the Reserves, and that it be presented on the occasion of the grand parade to be held on Feb. 28th next, and kept afterwards at the Police Headquarters. During the parade a very imposing ceremony might take place, all the Reserves pledging their allegiance to the new flag.

I hope the worthy commandant, Mr. Jenkin, will agree to this suggestion of mine.—I remain, yours truly,

NAPOLEON'S IDEA.

Hongkong, 12th January, 1918.

THE HONGKONG HOTEL FIRE

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Permit me to encroach upon your valuable space with the object of correcting a rumour which appears to be current, to the effect that, on the occasion of the recent outbreak of fire on the Hotel premises, the hoses appertaining to the self-contained fire equipment of the establishment were insufficient in that (according to the rumour in question) they, in many cases, burst immediately on being brought into use.

The facts are as follows. There are upon the Hotel premises sixteen hydrants distributed throughout the building and fitted with all necessary appurtenances by the well known firm "Merryweathers" of London. Of these hydrants, eight were brought into full play within ten minutes from the alarm being given—the remaining eight hydrants not being used because they were not situated within an effective radius of the outbreak. Twenty lengths of hose were connected up, and out of this number, only one length burst—the burst occurring in two places. The remaining nineteen lengths of hose remained throughout absolutely intact, and these, together with the burst hose, are open to public inspection at any time on application at the Hotel office.

I would like to add that not one case of injury (either to person or property) occurred to any resident of the Hotel—a fact which was, to a large extent, due to the calm behaviour and absolute lack of panic displayed by the residents; and it was in a great measure owing to their active co-operation that the Hotel staff were enabled to save much property which would otherwise have been damaged.—I am, sir,

Yours faithfully,

J. H. TAGGART.

Hongkong, January 13th, 1918.

"SICKNESS THE WORK OF THE DEVIL."

THE HEALING POWER OF PRAYER.

INTERESTING SERMON AT ST. JOHN'S CATHEDRAL.

Preaching at St. John's Cathedral on Sunday morning from the text "And He healed all that were sick" (Matt. viii, 16th), the Rev. Copley Maylo referred to Christ's healing of the leper, of the Centurion's servant who was sick of the palsy, and of Peter's mother-in-law, who was sick with fever; and proceeded:—When we look around us and see the misery and trouble caused by sickness, we may well wish that Christ were here to heal. But my friends, is He not here? "I am with you always even into the end of the world" is the assurance He left with His Church, and one of the signs by which men were to know those who believed in Christ was this: "They shall lay hands on the sick and they shall recover." The healing of the body was not to cease with the ascension of Christ, any more than the healing of the soul. The Christians were to go forth to free the souls of men from the domination of sin and their bodies from the fetters of disease. And to the sick, He said: "And to the sick, He said: 'Is any among you sick let him call for the elders of the Church and let them pray over him, anointing him with oil in the name of the Lord, and the prayer of faith shall save him that is sick and the Lord shall raise him up.'"

Our Prayer Book is so far faithful to Biblical teaching that it begins the service for the visitation of the sick with these words: "When any person is sick, notice shall be given thereof to the minister of the parish, who, coming into the sick person's house, shall say: 'Peace be to this house and to all who dwell in it.' But the rule is seldom acted upon, and it is not till a person is thought to be in danger of death that the minister is now usually sent for. I suppose it is because people have so little belief in recovery of health through prayer, and yet there are few persons who believe in prayer. I have had much to do with sick people, but will be able to tell you of many cases where prayer has been wonderfully answered in restoration to health.

Anyone who has given much time to the study of Church history will tell you that when the Church has neglected any truth, that truth will be seized upon by some people outside the Church and will be used as a weapon with which to attack the Church. We see that happening now with the healing of the sick. The Church has neglected this very important part of its work with the result that other people outside the Church have taken it up and in many cases have run into error through it. I believe we have acquired wrong ideas about sickness, and that we must get rid of those wrong ideas. We have been taught that sickness is sent by God for the good of our souls. I submit to you that you cannot find support for that theory in the Bible or in the teaching of the early Christians. The text from the 12th Chapter of the Epistle to the Hebrews, "Whom the Lord loveth He chasteneth," is referring to sickness at all, but to the opposition and persecution suffered by Christians from those who did not believe. Can you think that God can love a person and send that person such a disease as cancer or consumption? Would a father who loved his son be ready to punish him for the most severe faults by inflicting on him such a disease as cancer? God punishes sin, it is true, but He punishes it reasonably and with a view to reforming the sinner. God is love. How often we have heard those words, and how few have even begun to realise their meaning. We believe that Christ came to us to reveal the will of God, and He was the great Healer. He always healed the sick who were brought to him. Never once did He say to any sick person 'God has sent this sickness to you, you must bear it patiently,' but He always cured the sickness. If you believe that sickness is sent to people by God, and that it is God's will that people should be sick, then I do not see how you can escape from the conclusion that Christ went about doing away with what God had sent. We have to face this position to-day. We have to answer this question: If Christ spent His public ministry in curing sickness and disease, and you believe He was doing God's will by curing disease, can you believe that now it is God's will for people to suffer from disease? If you can believe that, then you believe that God changes, but the Bible tells us God does not change. In His Sermon on the Mount our Blessed Lord tells us of certain things which God approves, but among the beatitudes you will find none for the sick. Christ never said: "Blessed are the diseased." St. Peter speaks of

(Continued at foot of next column.)

CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

CANTON, January 13th.

SPECIAL PARLIAMENT TO GO TO NANKING.

All the M.P.s have approved of the proposal of the Tachun of Kiangsu, Li Shun, to re-establish the Special Parliament at Nanking. The Chairman, Wu King-lin, has decided to go to Nanking to consult the Tachun on the matter.

CONFEDERATION OF THE SOUTH-WEST.

It has been proposed several times by the authorities of the South-West Provinces to establish an Union Confederation to control all the affairs of the South-West. Regulations have been approved accordingly, and it is said, the Confederation will be opened in Canton when representatives have arrived.

THE FUKIEN EXPEDITION.

It was decided after consultations in the Generalsissimo's office, yesterday, that two regiments of King-Wai troops be placed at the disposal of Dr. Sun Yat-sen to act as his bodyguard. The whole of the forces to attack Fukien are also placed under Sun's control. It is reported, however, that the troops intended for this purpose are now ordered to oppose General Lung's troops in Young King.

NAVAL RAID ON KING CHOW.

The flagship of the 1st Squadron, the *Hoi Ai*, which was sent to watch the exit of Lung's troops from King Chow, was fired at by the forts in King Chow. The matter was reported to the Admiral, who at once ordered other gunboats to go to the support of the *Hoi Ai* and bombard the forts. It is reported that the forts were raided on the 9th inst.

GENERAL LUK AND THE PRESIDENT.

General Luk Wing-ting, who was requested to stop the military movements in the two Kwangs, has replied to the President that, as the Peking Government ordered General Lung to attack Kwangtung when peace was under discussion, he cannot mediate in view of the Government's changeable attitude. Luk added that unless the Government issues a clear mandate to the South-West expressing its real opinion, he will not trouble himself to interfere in political affairs.

GUNBOAT CREWS REWARDED.

As a reward to the two gunboats which, when ordered to fire at the city, were not willing to use explosive shells, the Tachun has handed \$2,000 to Admiral Chang Pik-kwang for distribution amongst the crews.

sick people as those "that were oppressed of the devil," which is rather different from the way we have been accustomed to regard sickness. The religious world of to-day is full of life and movement, and nowhere is this more manifest than in the growing belief in the power of prayer to heal the sick. We have too long been accustomed to regard sickness with all its horrors and sufferings as a cross which God lays upon us and which we must bear with patience. I ask you seriously to consider that position very carefully and to ask yourself what Biblical foundation there is for it. The more you study the subject with an open mind, free from all prejudices due to old ideas, the more you will be convinced that sickness is in the physical world; what sin is in the spiritual—the cause sin. God wishes us to be at our best, physically, mentally and spiritually, and you cannot be at your best if you are sick. Christ came to be our example. How did He bear sickness? He did not bear it at all. He was never sick. In all the records which have come down to us of our Lord's life there is no mention of His being sick. We are told of His being hungry, of His being weary, but never of His being sick. Sickness was banished wherever He went, for sickness is the work of the devil and not of God.

As we come to believe that sickness is the result of some breach of the laws of health, which are the laws of God, we shall cease to regard sickness as sent by God, and once we have come to that position it is easy to see that God is ready to cure sickness. If Christian people to-day were to give their careful thought to the subject of the curing of sickness by prayer I believe there would be such a revival of Christianity as we have not known for centuries. Let me urge you to go back to the teaching and the example of Christ. Read St. Matthew's Gospel and see there what was Christ's attitude to sickness. You have read that Gospel many times, no doubt, but I am afraid that we often read the Gospels with the eyes of our mind closed. Take it again and read it with the object of making clear to yourself the attitude of Christ to sickness. If you find that He encouraged people to believe that sickness was sent by God for their souls' welfare, then by all means be ready to be sick and to bear it with patience; but if you find that Christ always drove sickness away and restored people to health, then realise that it is not God's will that we should be sick, but that He wills us to be strong and well in body, just as He wishes us to be pure and healthy in spirit. I believe most of us have had wrong ideas of sickness, and we need to think the subject over again in the light of Christ's words and example.

WHITEAWAY'S WARM WITNEY BLANKETS

ARE SPLENDID VALUE.

WITNEY BLANKETS.

Our Blankets are imported direct from the manufacturers, having been carefully selected by expert buyers as the best possible value obtainable.

Cream Wool Blankets, Whipped at both ends.

Size 86 by 60 ins. Weight 9 lbs.

Price \$17.50 a pair.

Sale Price \$14.95 a pair.

Size 104 by 84 ins. Weight 11 lbs.

Price \$27.50 a pair.

Sale Price \$23.45 a pair.

Our Medium Quality recommended for all uses, warm and comfortable in use, all wool.

Size 86 by 60 ins. Weight 9 lbs.

Price \$19.25 a pair.

Sale Price \$16.40 a pair.

Size 104 by 84 ins. Weight 11 lbs.

Price \$30.00 a pair.

Sale Price \$25.50 a pair.



Pure Wool. White with Blue Borders, full weight. Warm and cosy in use, stand washing without getting hard, and are confidently recommended as the best value for money.

This is our best quality, soft, fleecy and durable.

Size 86 by 60 ins. Weight 9 lbs.

Price \$21.75 a pair.

Sale Price \$18.60 a pair.

Size 104 by 84 ins. Weight 11 lbs.

Price \$35.00 a pair.

Sale Price \$29.75 a pair.

NOTE:—Our Blankets are Cheaper than last year.

WHITEAWAY, LAIDLAW & CO., LTD.

29, DES VŒUX ROAD, HONGKONG.

THE WAR.

The following cables were received on Saturday night and served in early morning Extra yesterday.

General.

[THROUGH REUTER'S AGENCY.]

RUSO-GERMAN PEACE NEGOTIATIONS.

ENEMY DELEGATES' SPEECHES.

AMSTERDAM, January 11th. At the plenary sitting at Brest-Litovsk on the 10th inst., Baron Kuehlmann reviewed the whole course of the negotiations. He said that since the interruption in the discussion much had happened calculated to create doubt as to the sincere intention of Russia to arrive at the conclusion of a speedy peace with the Quadruple Alliance.

Count Czernin said it was no longer a question of negotiation for a general peace, but for separate peace with Russia. The transfer of the negotiations to a neutral territory would give the Entente the desired opportunity to interfere. If the Russians were animated by the same intentions as the representatives of the Quadruple Alliance, a result would be attained satisfactory to all. If not, things will take their necessary course, but the responsibility for the war will then fall exclusively on the Russian Delegation.

RUSSIAN TRANSSESSION OF

SPRIT OF ARMISTICE. Talat Pasha and M. Popoff agreed. General Hoffmann stated:—I have before me a number of wireless messages and an appeal signed by representatives of the Russian Government and Army Command, partly containing abuse of the German Army Command, and partly revolutionary in character, to our troops. These messages have undoubtedly transgressed the spirit of the armistice concluded by both Armies. In the name of the Chief of the Army Command I protest most strongly against the form and contents of these messages and appeals. Other Central Powers' delegates supported the protest.

SITTING INTERRUPTED.

On M. Trotsky's proposal the sitting was interrupted.

THE ALLIES' SILENCE.

Petrograd, January 11th. Baron Kuehlmann, in the course of his speech at Brest-Litovsk, said that, in view of the fact that the Allied Governments had not replied regarding the peace conversations, the Quadruple Alliance's declaration cabled on December 27th lapses.

[The declaration referred to stated that the Central Powers solemnly declared they were willing immediately to sign a peace on the principle of no annexations and no indemnities, if guarantees were forthcoming that all Russia's Allies would adopt the principle of no annexations and no indemnities regarding Germany and her Allies.]

SITTING RESUMED.

M. Trotsky, at the resumption of negotiations, re-affirmed that the Russian Democracy will fight to the bitter end rather than be enslaved by Imperialists. It would not be war in the trenches, but an uprising of the people with barricades. He insisted on the transfer of the negotiations to Stockholm.

LENIN'S COUNSEL.

London, January 11th. M. Lenin, addressing a secret conference at Petrograd on the subject of demobilisation, expressed fear of the failure of the peace negotiations, and said it was therefore necessary to delay disbanding the Army and to consider measures for the defence of Petrograd.

UKRAINIANS AND BOLSHIEVKS UNITED.

London, January 10th. The Times' correspondent at Petrograd states that M. Trotsky and his colleagues, on returning from Brest-Litovsk, were joined by a delegation of the Ukrainian Rada, which has finally come to terms with the Bolsheviks.

CENTRAL POWERS' DELEGATES.

London, January 12th. The position as regards the Brest-Litovsk negotiations now is that the Allies, not having responded to the Central Powers' proposal for a general peace, the Central Powers now propose that the negotiations be resumed for a separate peace.

The meeting has been adjourned for a day, in order to allow the Russian and Ukrainian delegates to prepare their reply.

It is regarded as significant that Baron Kuehlmann and Count Czernin both threatened a resumption of hostilities in the event of no separate peace.

BOLSHIEVKS DECLARE HOLY WAR.

A COUNTER-STROKE TO GERMAN PEACE CONDITIONS.

Petrograd, January 11th. General Krylenko, the Bolshevik Commander-in-Chief, has issued a Manifesto depicting the Russian Republic as being surrounded by enemies on all sides. The Manifesto contemplates a Holy War against the bourgeoisie of Russia, Germany, Britain and France, and for this purpose appeals for the creation of a new People's Army.

It is declared that it would be a counter-stroke to the German peace conditions.

The Manifesto alleges that Americans and Frenchmen are financing General Kaledin and states that a Holy War on the fronts as well as behind the lines may be a terrible unavoidable fate. Therefore, a new and well-armed force of fighters must be organised, the nucleus of which should be the Red Guards, because the old army is exhausted. The new People's Army must be subject to rigorous revolutionary discipline.

The Manifesto says:—"Comrades, the people of Italy, Spain, France, Austria and Switzerland look to you with hope and await the call to battle against their bourgeoisie!"

General Krylenko declares there will be no compulsion in recruiting the new Army.

The Manifesto concludes with a special appeal for the co-operation of their Ukrainian comrades.

PETROGRAD WORKSHOPS CONFISCATED.

Petrograd, January 12th. The People's Commissioners have confiscated the great Putiloff Ironworks at Petrograd "owing to the indebtedness of the Company," also the motor-car workshops of the International Sleeping Car Company "owing to the refusal of the management to continue to work."

UKRAINIANS OCCUPY BOCHMACH.

It is reported that the Ukrainians have occupied Bochmach, in the Government of Chernigoff, after severe fighting.

COSSACK LEADERS DISAGREE.

The leaders of the Cossacks in the Don are disagreeing.

KALEDIN AND INTERNAL AFFAIRS.

General Kaledin is supported by the majority of the troops and the educated classes against intervening in Russian internal affairs, although they are ready to oppose Maximilianist aggression in the Don territory.

THE DON CAMPAIGN CENTRE AGAINST BOLSHIEVKS.

Generals Alexieff and Korniloff favour making the Don area a centre of campaign against the Bolsheviks, relying largely on the formation of an officers corps, comprising 25,000 bayonets.

THE POLITICAL SITUATION IN GERMANY.

London, January 11th. The German political situation is still strained.

The Forwarder, declares that an overwhelming majority of the people would back Count Hartling and Kuehlmann against the Militarists if the Government desires to conclude a lasting peace. The paper says that possibly a decisive struggle against reactionary plans is imminent.

It is significant that a meeting of the National Liberal members of the Reichstag unanimously declared in favour of Baron Kuehlmann resigning if he cannot co-operate with the Supreme Command.

AMERICA AND THE WAR.

HAMBURG AMERICAN LINE OFFICIALS SENTENCED.

New York, January 11th. Karl Banz and three other Hamburg-American Line officials have been sentenced to from 15 to 18 months imprisonment for supplying German cruisers early in the war.

AMERICAN SHIPBUILDING ESTIMATES FOR 1918.

WASHINGTON, January 12th. Mr. Hurley, Chairman of the Shipping Board, estimates that the production of shipbuilding for 1918 will be four-and-a-half million tons. Fifty-one shipyards are engaged on the construction of steel ships, and 67 shipyards on wooden ships.

Last year there were 143 shipways; today there are approximately 700. The enrolment of 380,000 workers is progressing well.

FOUR-AND-A-HALF MILLION TONS.

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WOMEN'S SUFFRAGE IN AMERICA.

WASHINGTON, January 11th. By one vote over the necessary two-thirds majority, the House of Representatives passed a resolution in favour of women's suffrage. If the Senate passes a similar resolution and three-fourths of the States ratify it, it will become law.

THE ABYSS BETWEEN ALLIES AND PRUSSIA.

London, January 11th. Mr. Winston Churchill, Minister of Munitions, in a speech at an American luncheon in the Savoy Hotel, said that the abyss between our war aims and Prussia's ambitions were not to be bridged at present. Germany still hoped for complete victory. We must raise our armies to their full strength. We must have food rations. Every ton of food saved meant a ton of shells fired. He had been compelled to reduce shell and steel by hundreds of thousands of tons owing to lack of ships. Nevertheless, the Army in 1918 would have more powerful artillery and more shells than ever. We were able also to completely equip several hundred thousands of Americans. The Germans were bringing hundreds of thousands of troops and thousands of guns from the Eastern Front and the greatest storm of all was gathering, but we are preparing to receive them. The stories of Germans deserting by the hundred rather than face the furnace into which the ambitions of their War Lords seemed to hurl them was not surprising. He felt sure we would win outright if we used all our resources fully. (Cheers.)

CONTROLLER OF MUNITIONS' INVENTIONS.

London, January 11th. It is officially announced that Vice-Admiral Bacon has been appointed Controller of Munitions' Inventions Department, in succession to Colonel Gould Adams.

"FOR VALOUR."

STRIKING STORIES OF HEROISM.

London, January 11th.

The Gazette announces the award of eighteen Victoria Crosses, the recipients including seven Canadians, a New Zealander and an Indian. The following are amongst the most striking stories:—

Second Lieut. (Temporary Lieut.-Col.) Philip Eric Bent, D.S.O., of the Leicesters.—When, during a heavy hostile attack on the right of his command and battalion, his right was forced back and the situation was critical owing to the confusion caused by the attack and the intense artillery fire, Bent collected a reserve platoon of men from other companies and various regimental details, organised them and led them to a counter-attack, which was successful.

Bent's coolness and magnificent example resulted in securing an essentially important portion of the line. He was killed while leading a charge, calling "Come on, the Tigers!"

Private James Robertson, of the Canadians.—When his platoon was held up by uncut wire and machine-gun fire, causing many casualties, Robertson dashed to an opening and rushed the machine-gun. After a desperate struggle, he killed four of the crew and then turned the gun on the remainder, who, overcome by the fierceness of his assault, ran towards their own lines. He then led his platoon to the final objective, where he selected an excellent position and got the gun into action, firing on the retreating enemy, who was now quite demoralised. Later, when two of our snipers were badly wounded before our trench, he went out and carried one of them in under most severe fire. He was killed as he returned with the second.

THE SILVER MARKET.
London, January 12th. The silver market is steady.

WEEKLY REPORT.

Messrs. Samuel, Montagu & Co.'s silver report is as follows:—The tone of the market has remained distinctly good. There has been a fair demand for trade purposes, and sufficient supplies have been forthcoming since the last few days without the price being affected.

The Shanghai exchange is firm at the official quotation of 45.50 per tael.

The Indian silver holding shows a decrease in correspondence to the shrinkage of the note issue.

BRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE BRITISH FRONT.

ENEMY RAIDS REFUSED.

London, January 12th. Field-Marshal Sir Douglas Haig reports:—We repulsed a raid southward of Arras and dispersed working parties south-eastward of Monchy-le-Preux.

Hostile artillery was more active north-eastward of Ypres.

Our aeroplanes dropped two tons of bombs on an ammunition depot in the vicinity of Courtrai and other targets.

Field-Marshal Sir Douglas Haig reports hostile artillery fire to the east of Vimy Ridge.

GERMAN REPORT.

London, January 11th. A wireless German official report states:—An enemy surprise attack south-eastward of Ypres broke down. English artillery firing between Moeuvres and Maroing was very violent at dawn.

FRENCH FRONT.

INTENSE ARTILLERY DUEL.

Paris, January 12th. A communiqué states:—In the region of St. Quentin there was an intense artillery duel.

ENEMY AEROPLANES BROUGHT DOWN.

Paris, January 11th. A communiqué states that two enemy aeroplanes were brought down.

ITALIAN FRONT.

BRITISH AIRMEN'S SUCCESS.

London, January 11th. A British Italian message states:—Our aeroplanes attacked seven hostile machines, crashing down two and driving down two others.

Our losses were nil. It is freezing hard.

ENEMY FORCED TO EVACUATE TRENCHES.

London, January 11th. An Italian official message states:—To the west of Cavazzio Cherina, trench mortars forced the enemy to evacuate some trenches.

We used our machine-guns against the retreating enemy, causing heavy losses. We brought down three enemy aeroplanes.

AFRICA.

THE CAMPAIGN IN EAST AFRICA.

London, January 11th. An East African official message states that a small and exhausted German force, short of food and ammunition, moved up Luenda Valley in Portuguese territory, capturing small posts. The force subsequently dispersed into raiding parties between Lake Nyassa and Port Amelia.

British mounted forces followed up in Luenda Valley, and other columns in co-operation with the Portuguese landed at Port Amelia.

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WHAT GERMANY HAS LOST.

Bereft of the "good-will" of other nations, and competing with countries which, during the war, have kept on being "going concerns," Germany's task of resuming her commerce after the war is to be a difficult and doubtful one, according to the American Secretary of Commerce, Mr. William C. Redfield. At the same time that Mr. Redfield predicted a dire commercial future for Germany, and declared that the German Government at heart knew how seriously her world trade was menaced, he prophesied that an awakened and broadened America, facing, unafraid, a new world after the war, would be equipped and educated to play a huge part in the international trade of the future. Basing his predictions upon wide information as to conditions, Mr. Redfield attempted, at a dinner of the Southern Commercial Congress in honour of the diplomats of America's Allies, recently, to make a mature survey of Germany's prospects and of those of America, so far as known facts may justify tentative conclusions. He said:—

"When peace shall come and her merchants take up the task of restoring Germany's ruined commerce, they will find that it is a strange world which they seek to enter. There will be difficulties in the path of future 'peaceful penetration' of which they seem not to dream. Commercial frightfulness, like its military namesake, will have passed away. It will hardly be said again to any Secretary of Commerce of the United States that the German Dye-stuff Verein will not 'permit' the establishment of an American dye-stuff industry, as was said to me. The monopolies on which German foreign commerce in large part seemed to rest secure have passed away. Our friends beyond the sea and we ourselves have learned the danger of having our industries wholly dependent on foreign sources of supply which may become unfriendly. It is pitiful to read extracts from the German press which seem to show that they expect to take up the task of rebuilding their commerce where they laid it down. They reckon the world's demand for potash as a purely German asset. It was so, but it is no longer. They were the world's source for dyestuffs. That opportunity has gone. It was they to whom the world looked for optical glass. We do not look there now. They were the source of supply of chemical porcelain. We make it to-day as well as they do. They had supplied science to industry more than any other people, and had built up industrial power by means others neglected. We have learned that lesson, also, and in countries represented at this meeting science speaks up and through industry with an authority and success which we did not know. We have been glad to learn, and which we shall not set aside."

GERMANY'S TRADE SECRETS.

Analyzing the secret of Germany's trade success in the past, the Secretary said it had been founded largely on her skill at keeping herself at the same time competitor and source of supply. He pointed out how other nations now were aware of her methods and had become too wise ever again to remain dependent upon her for anything their own sciences and industries could learn to produce. He went on:—

"I need not tell you of the commercial value of what we call 'goodwill,' or point the advantage of doing business as a 'going concern.' The great markets of the world have been and are to be found among the nations who have parted company with Germany in the present struggle. Her past markets have been found among them. The peoples of these lands are not likely by one common impulse to turn quickly to Germany for a renewal of the commercial intercourse which was broken by her act. The threads of that intercourse have been cut. It is idle to speak, as some do, as if all that were necessary were to pick up those threads again and commence to weave anew the commercial fabric. It will not be easily done. The conditions are not the same. The business underdred by the war is not a going concern. It must be renewed under circumstances of peculiar hardship."

"Controlling minds in Germany know perfectly well what separation from the world of commerce for over three years means. They had no intention it should be so long. They would hardly have ventured on the struggle had they dreamed it would be three years. A memorandum officially attached to the German Naval Bill of 1900 said:—

"An unsuccessful naval war of the duration of even only a year would destroy Germany's sea trade and would thereby bring about the most disastrous condition. The destruction of our sea trade during the war could not, even at the close of it, be made good within measurable time, and would thus add to the sacrifices of the war a serious economic depression."

AFTER THE WAR WHAT?

"As it will be a strange world upon which the German merchant will look out when war shall close, so it will be, in a large measure, a strange world upon which the American merchant will look out at the same time. When embargoes are over and trading with the enemy acts shall have ceased to trouble us, we also shall see things differently. The novelty will not be on our part, but on theirs. We have gained, and are gaining, a better understanding of the world we live in. Scales of provincialism have fallen from our eyes. When our sons have fought and died together with those of Great Britain, Italy, Russia, and our other honoured friends, things cannot be as they were before that happened. Each knows the other better than he did. Old lines of separation have gone. Our vision is enlarged. Things that were strange have become familiar. Applied to commerce this means that we understand other

(Continued at foot of next column.)

CHURCH OF THE HOLY SEPULCHRE

A visitor to Jerusalem, describing the church of the Holy Sepulchre, to which General Allenby refers in his report, following his entry into Jerusalem, says there is but one door to the church. It faces the south and opens into a square paved court of no great extent. The building is adorned with a dome and possesses a bell which gives forth a remarkably deep gong-like sound. Inside the door, you pass a raised seat or platform, whereon are seated two Turkish soldiers, their guns with fixed bayonets, leaning against the wall. These men are not sent here to maintain order between the rival Christian sects that have portions of the interior allotted to them. You pass in, without asking any man's leave, and the soldiers take no notice of you being too busy with their cigarettes and coffee, which latter article they prepare on the spot. The dome is built right over the sepulchre. The chapel that runs eastward from the dome circle or rotunda belongs to the Greek or Eastern Church. A passage encircles this chapel. Beyond the north of this passage is situated the chapel of the Latin or Western Church. The Armenians are located on the south side of the rotunda, alongside the door. Straight forward from the door is a red marble slab, meant to mark the spot where our Lord's body was anointed for the burial. It is called the stone of anointment, and has a row of lamps suspended above it, so many belonging to each of the sects represented. The pilgrims on entering, make direct from this stone, and prostrating themselves, kiss it fervently.

Passing to the left from this stone, you enter the rotunda. The whole place is paved. In the centre stands the sepulchre. It is a marble, pavilion sort of structure, with a good deal of ornamentation about it. The idea is, that the rock in which the tomb was hewn has nearly all been cut away, leaving a skeleton tomb, as it were, which has been coated with marble outside and in. Many doubt whether any of the original rock survives at all. Certainly, if you stoop and enter the sepulchre, which you are at perfect liberty to do, if there is room, for it can hardly contain three persons at a time—you will be surprised at the height of the ceiling. Lamps are suspended here, as above the stone of anointment, and they hang from a height of not less than ten feet. From this, you would infer that at least the rock roof of the sepulchre has disappeared. To enter the sepulchre, you pass through a small dark porch. Indeed, the whole place, though on the ground level—that is not at all a crypt—would be dark enough, and the sepulchre itself quite dark, were it not for the lamps within. It is from this little porch that the fire issues at Easter, each pilgrim struggling to be the first to light his candle at the sacred flame.

Returning to the stone of anointment, you ascend a steep stone stair, on the east side of the entrance passage, this leads to Calvary, which also is enclosed within the church. Calvary, like the sepulchre, is common property. That is all the sects can approach it. Behind the Greek chapel, eastward, a long, wide, semi-dark stair conducts to an underground chamber, which they designate the Chapel of the Finding of the Cross. Here, they say, the original cross was discovered, having been dug for at the instigation of Helena, the mother of the Emperor Constantine, some three hundred years after the time of Christ. You probably meet a procession of ecclesiastics, bearing tapers, and chanting from books either on their way down to this chapel or coming up, accompanied by a few pilgrims.

NO TIME TO COUNT SORROWS.

Mr. Tom Wing, M.P., tells the following story of a venerable Scotch mother who has lost four sons in the war. When asked by a sympathising friend how she managed to bear her sorrow, the old woman replied: "Well, I just keep on knitting socks and jerseys. I count the stitches, and I haven't time to count my sorrows."

peoples and their needs better, and know better what we may do to supply them. We have come into a family relationship, very near, very helpful to all in the family. It must alter the world of commerce as it is altering the world's geography."

Mr. Redfield told how the country was learning thrift, how it had learned to use resources long neglected, how banker and inventor and manufacturer all were finding new tools and the uses for them, and went on to predict peaceful, mutual commercial intercourse among the Allies after the war, asserting that America would welcome and would aid the efforts of her fellow-fighters to rehabilitate themselves commercially in a world far freer than ever before.

"Conditions are in a state of flux," he said, "and it seems clear that no one can be sure any novel commercial action will be desirable or necessary to meet conditions after the war. The apparently obvious to-day will be the impossible tomorrow. Clearly, however, some simple things are possible."

"We Americans have been a wasteful people. We begin to learn something of the need and the way of stopping waste. We must learn it more, for to the extent we waste—be it food or effect or money—we shall be the less able to do our part in the coming days. To talk 'business as usual' where nothing else is usual, is hardly wise. There will not lack enough for all to do of necessary work while the war lasts. To do that which is unnecessary, to spend for that which is not required, is simply to diminish the power of the nation to do its necessary part. Waste and weakness go hand in hand—twin sisters of poverty—and it is both waste and weakness now to spend or to do the necessary when the time calls upon all for effort and service in necessary work. We are in the midst of raising a great loan."

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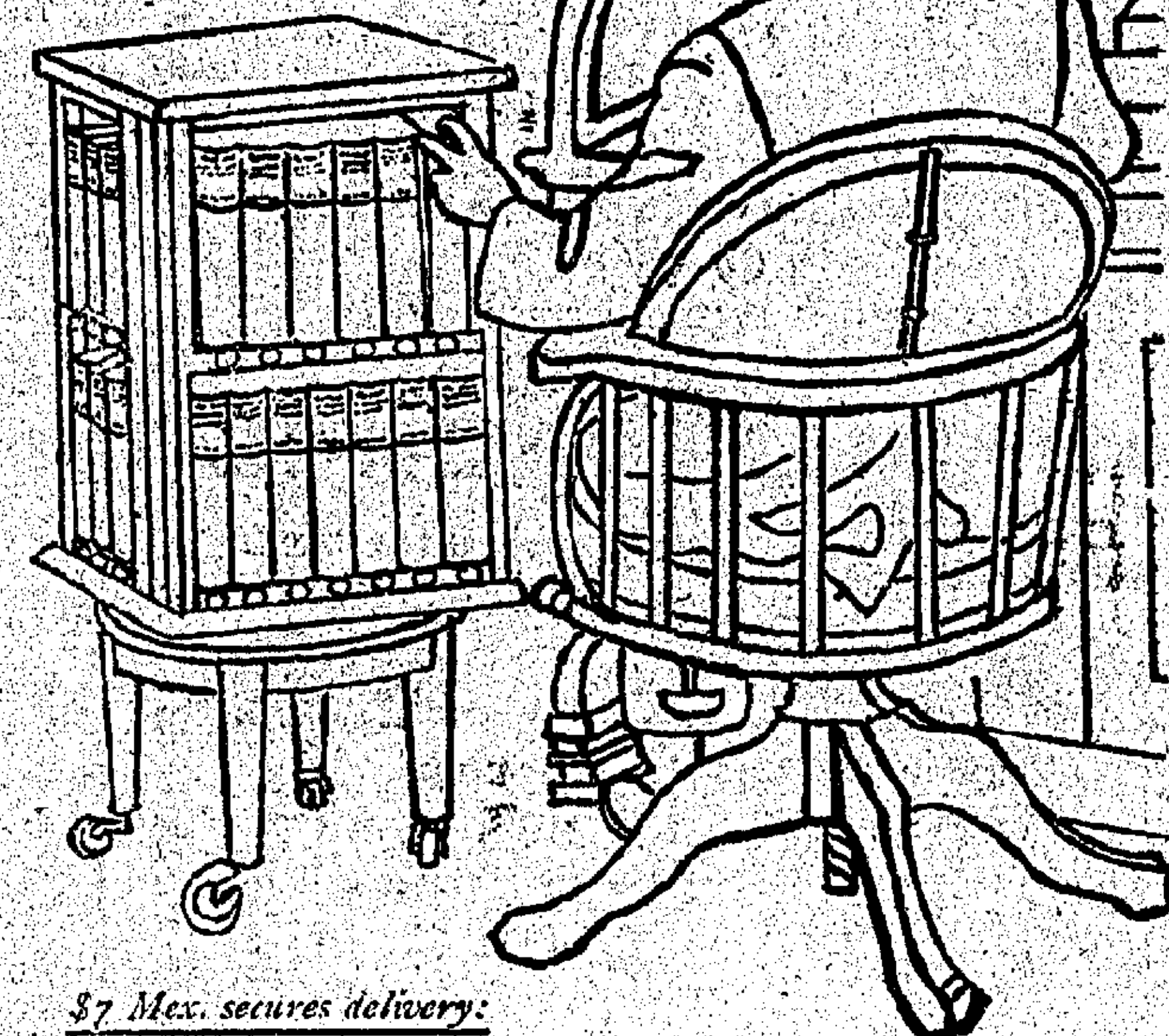
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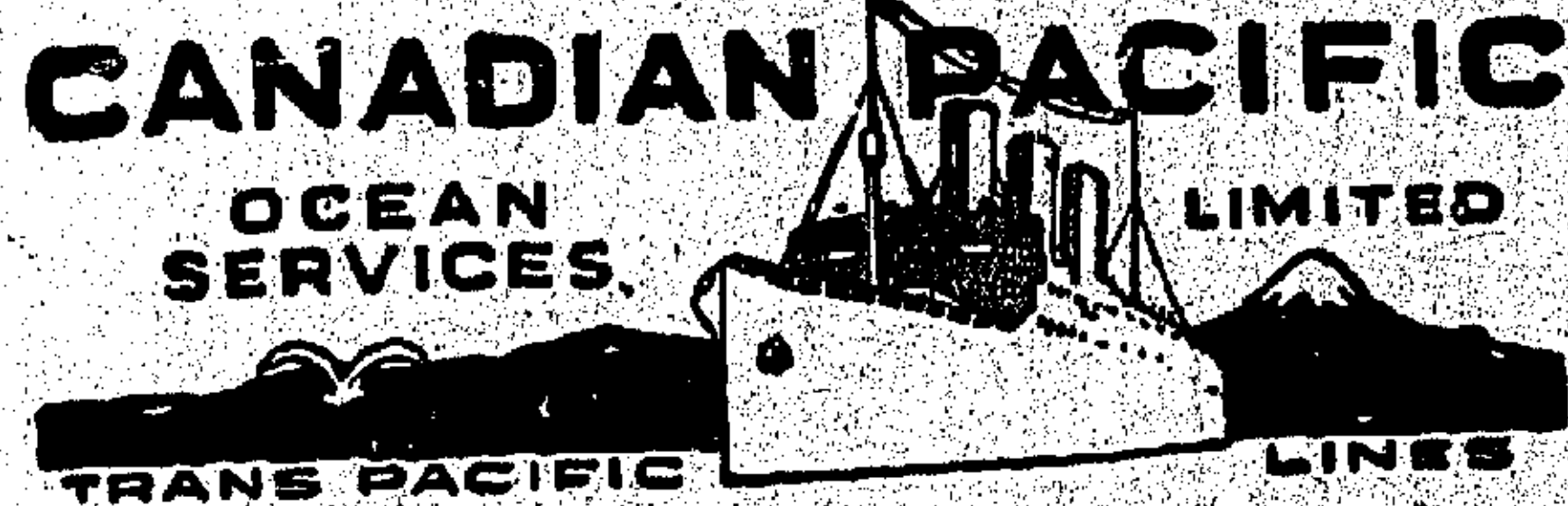
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ALL THE NEWS OF THE WEEK FULLY RECORDED.
Including the Movements of the Local Markets

24 PAGES! 24 PAGES! 24 PAGES!

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TIKINI	JAVA	21st Jan.	9th Jan.	SHANGHAI
TIMANOK	JAVA	21st Jan.	24th Jan.	JAVA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
York Building, 1st Floor.
Telephone No. 1574.

JAVA-PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI
Subj. to Change Without Notice.

S.S. "ARAKAN" ... 20th January.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a fully qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.
For Particulars of Freight and Passage apply to
JAVA-CHINA-JAPAN LIJN.
York Building
Managing Agents

"NEDERLAND" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "NEDERLAND")

"ROTTERDAM LLOYD" ROYAL MAIL LINE

STOOMVAART MAATSCHAPPY "ROTTERDAMSCH LLOYD"

JOINT SERVICE

Between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU
Steamers
To SAN FRANCISCO.

"ORANJE"	8,000	23rd Jan.
"KONINGIN DER NEDERLANDEN"	12,000	6th Feb.
"OPRIJ"	8,000	20th Feb.
To SINGAPORE AND JAVA.		
"PRINSES JULIANA"	14,000	17th Jan.
"WILIS"	8,000	28th Jan.
"REMBRANDT"	10,000	9th Feb.
"GOETTER"	10,000	23rd Feb.

These Superior Passenger Steamers have accommodation for First and Second Class Saloon Passengers.
For further particulars please apply to
JAVA-CHINA-JAPAN LIJN,
Agents,
JAVA PACIFIC MAIL SERVICE.

SHIPS

ENGINES

TAIKOO DOCK

BOILERS

MOTORS.

Large for Job, L. Thompson & Co. Ltd. Works
and Road, Mount, Light, Dock, Canton
Canton, Hongkong, and other ports.
Cable, Telephone, and other services.
Address: TAIKOO DOCK.
Telephone No. 1574.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TRAVEL SUPPLIED to ALL PARTS of the WORLD at their Home.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
RAGGAGE collected, forwarded and insured at lowest rates.
Copies of "THE EASTERN TRAVELLER'S GAZETTE," containing full particulars of the world, will be forwarded free on application.
Telephone address "COUPON." THOS. COOK & SON,
Telephone No. 1574.
(Hongkong Hotel Building, corner of Pender Street and Des Voeux Road, HONGKONG.)
Also SHANGHAI, PEKING, YOKOHAMA, MANILA.
Chief Office—LUDGATE CIRCUS, LONDON, E.C.

WEATHER REPORT

January 13th, at 11.45.—No returns from Japan and Vladivostok. Pressure has increased slightly along the China Coast between Haiphong and Amoy and has decreased slightly to moderately elsewhere. The anti-cyclone remains central over the lower Yangtze Valley and fresh monsoon will prevail along the China Coast, and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. today: 0.00 inch. Total since 1st January, 0.00 inches, against an average of 0.44 inches.

The forecast for the 24 hours ending at noon today is as follows:—

Direction: N.E. winds, fresh; Sea: fresh.

Forecast: N.W. winds, fresh; Sea: fresh.

Formosa Channel: N.W. winds, fresh; Sea: fresh.

South Coast of China between (The same as Hongkong and Amoy) No. 1.

South Coast of China between (The same as Hongkong and Amoy) No. 1.

CHINA COAST METEOROLOGICAL REGISTER

13th JANUARY, A.M.

Station: Hongkong

Barometer at Sea Level: 30.00

Thermometer: 68.00

Humidity: 75%

Direction: N.E.

Force: 1-2

Weather: Partly Cloudy

Wind: N.E. 1-2

Sea: Fresh

Visibility: 10 miles

Clouds: 1-2

Temperature: 68.00

Barometer: 30.00

Thermometer: 68.00

Humidity: 75%

Direction: N.E.

Force: 1-2

Weather: Partly Cloudy

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VISITORS AT HOTELS.

HONGKONG HOTEL.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and shortening the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & ECKHART STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO	DATE
TSINGTAO, WEIHAIWEI, and DALNY HOIHOW	"SUIYANG"	On 14th Jan.	3 P.M.
SHANGHAI	"SUIYANG"	On 15th Jan.	3 P.M.
NINGPO and SHANGHAI	"FENGKIANG"	On 16th Jan.	4 P.M.
ANOHAI	"SINKIANG"	On 17th Jan.	3 P.M.
SHANGHAI	"SUNNING"	On 18th Jan.	3 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amplest Electric Light and Power in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to
TELEPHONE 36.

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Ocean Steamers having good accommodations for First Class Passengers, Electric Light and Fans in staterooms and Saloons and excellent catering.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 1 to 16 Days)

"HAIKUN" ... Capt. A. E. Hargrave ... TUESDAY, 15th Jan., at Noon.
"HAIKONG" ... Capt. J. W. Evans ... FRIDAY, 18th Jan., at Noon.

Arrivals and Departures from the Company's Wharf (near Snake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIR & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to

DAVID BASBOON & CO., LTD.
Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Due at Marseilles	Due at London
Colombo	10th Jan.	Str. from COLOMBO	1817	1917

When Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS
(Non-Transshipment).

IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWITZERLAND, PENANG, COLOMBO
AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hong Kong about	Leave Suez about	Due at Marseilles, if calling about	Due London about
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines. Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godown for examination by the Consignee's and the Company's Surveyors. Messrs. GODDARD & FRYER, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown. For Further Information, Passage Fare, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. FARR,
Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY,
CAPE TOWN and MADEIRA.

VICTORIA, B.C., & SEATTLE via
SHANGHAI, MOJI, KOBE,
YOKOHAMA, and YOKOHAMA.

SYDNEY and MELBOURNE via MANILA, ZAMBOANGA, THURSDAY ISLAND,
TOWNSVILLE and BRISBANE.

CALCUTTA via SINGAPORE, PENANG and RANGOON.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

NAGASAKI KOBE and SAKI MARU	FRIDAY, 18th Jan., at 11 A.M.
YOKOHAMA	
SATSUTA MARU	THURSDAY, 31st Jan., at 11 A.M.
SHANGHAI KOBE and KAMO MARU	TUESDAY, 5th Feb., at 11 A.M.
YOKOHAMA	
IYO MARU	TUESDAY, 19th Feb., at 11 A.M.

SHANGHAI, KOBE and COLOMBO MARU (SATURDAY, 26th Jan.)
YOKOHAMA

SHANGHAI and BOMBAY MARU (MONDAY, 21st Jan.)
KOBE and TENSEN MARU (THURSDAY, 24th Jan.)

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.
(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO,
PANAMA and LONDON.

For Further Information, apply to—

Telephone Nos. 222 and 223

NIPPON YUSEN KAISHA
K. MOBI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hong Kong
TENYO MARU	23,000	SAT., 19th Jan.
NIPPON MARU	11,000	WED., 23rd Jan.
SHINYO MARU	23,000	SAT., 9th Feb.
PERSIA MARU	9,000	FRI., 22nd Feb.
KOREA MARU	18,000	SAT., 9th Mar.
HIBERIA MARU	18,000	FRI., 22nd Mar.

The ss. "Nippon Maru" and ss. "Persia Maru" omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO,
SAN PEDRO, SALINO, ORUZ, BALBOA, CALLAO, ARIOA
AND IQUIQUE.
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

ANYO MARU	18,000 Tons
KIYO MARU	17,300 "
SEIYO MARU	14,000 "

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD., and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Agents,
Kia's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI.
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong,
Tourane, Saigon, Singapore, Colombo, Djibouti,
Suez Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

P. THOMAS, Agents,
Queens Building.

TELEPHONE 740.

O. S. K.
IOSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line. FOR VICTORIA, SEATTLE AND TACOMA, VIA
SEATTLE, MANILA, NAGASAKI,
MOJI, KOBE, AND YOKOHAMA.

"MANILA MARU"	THURSDAY, 31st Jan., at 3 P.M.
"CHICAGO MARU"	TUESDAY, 12th Feb., at 3 P.M.
"MEXICO MARU"	THURSDAY, 28th Feb., at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between
Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland
cargo takes on through Bills of Lading for U.S.A. and connection are made at Puget
Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeds to Rio de
Janeiro, Santos and Buenos Aires, via Singapore, Manilla, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at
Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, and Colombo.
At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar.
Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING
PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Tainan, via Swatow and Amoy.

"SOSHU MARU"	THURSDAY, 17th Jan., at 8 A.M.
"KALU MARU"	SUNDAY, 20th Jan., at 10 A.M.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near
the Harbour Office, and will be steamed alongside the wharf Telephone No. 75
will be fixed.

For FURTHER INFORMATION, apply to—

K. YAMASAKI, Manager,
No. 1, Queen's Building.

TEL. Nos. 744 and 745

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
HONOLULU TO SAN FRANCISCO

JAN. 28 and APRIL 10, 1918.

AN UNPARALLELED HIGH-CLASS PASSENGER
SERVICE AT INTERMEDIATE PORTS.

G. H. MITCHELL, Freight and Passenger Agents,
Travellers' Rest, 1st floor, 1st House East.

